

Union Station to Georgetown Streetcar Transportation Improvements Project

STORAGE AND MAINTENANCE FACILITY | JANUARY 2018

Why Do We Need an Additional Storage and Maintenance Facility?



**15 Streetcars
Needed for USGT
Corridor**

The current Car Barn and Training Center (CBTC) has a capacity of 11 vehicles, which serves the H/Benning Line and the planned extension to the Benning Road Metrorail Station. Currently there is no room to expand the CBTC facility to accommodate the Union Station to Georgetown (USGT) vehicles.

Fifteen new streetcar vehicles are required to meet the anticipated ridership demand service from USGT. A second storage and maintenance facility is needed to house the expanded fleet and ensure proper maintenance of the fleet.



**Need for New
Storage and
Maintenance Facility**

The District Department of Transportation (DDOT) is preparing for this need by:

- Studying feasible sites for storage and maintenance along the entire east-west corridor;
- Identifying criteria for operational and environmental feasibility; and
- Including up to three potential sites in the USGT Environmental Assessment (EA)

Determining the Size of the SMF

DDOT needs a 4.3 acre site to include:



- A minimum 45,000 square-foot building for maintenance and administrative support services and staff;



- A storage yard for secured storage of streetcar vehicles; and



- Driveways and parking for deliveries and people working at the facility.

Environmental Assessment for USGT and the Storage and Maintenance Facility

DDOT will incorporate the environmental evaluation of three potential sites in the USGT EA, which will be prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) process. The Federal Highway Administration and Federal Transit Administration are the lead agencies for the USGT EA.

MAP OF POTENTIAL SITES



DDOT developed a three-tiered process to identify and evaluate candidate sites for a new SMF:

Tier 1 – Site Identification

- At least 3.5 acres
- Has development capacity
- Within 1/3-mile of the alignment
- Not a Historic Landmark
- Not an actively used park space
- Not an active school facility
- Not a low- to mid-density residential development
- Not built or renovated since 1990

Tier 2 – Shortlist

- Size** Points based on site area
- Configuration** Dimensions of at least 310 feet by 610 feet; Extra points for a configuration of 2:1
- Potential for Displacement** Points based on displacement of existing land uses
- Environmental Justice** Points based on proximity to low-income and minority communities
- Location** Points based on proximity to the alignment

Tier 3 – Full Evaluation

- Configuration (site specific)
- On-site environmental conditions
- Compatibility with zoning and neighborhood
- Cost and ease of acquiring the property
- Need for development partners
- Other site specific considerations (i.e. existing plans)



AERIAL VIEWS OF THREE CANDIDATE STREETCAR SMF SITES



Hechinger Mall
(assumes joint development)
1518 Benning Road NE
Total Acres: 8.58

Current Use

Outdoor shopping center supporting a variety of retail businesses and small offices.

Advantages of the Site

- Large size offers sufficient capacity and operational flexibility.
- Adjacent to the streetcar route.
- The site could be redeveloped to accommodate both shoppers and the SMF by providing street-front retail along Benning Road NE while still providing streetcars operating on Benning Road NE access to the SMF.

Special Considerations and Challenges within the Site

Development only possible as a joint commercial development maintaining existing uses. Construction would temporarily close well-used retail amenities.



Pepco West #1
2934 Benning Road NE
Total Acres: 8.73

Current Use

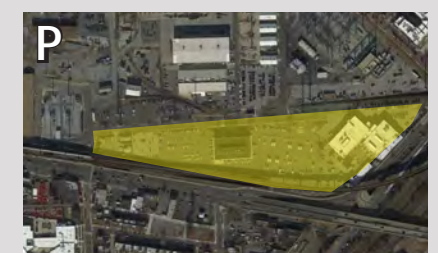
Vacant lot on Pepco's industrial property.

Advantages of the Site

- Large size offers sufficient capacity and operational flexibility.
- Adjacent to the streetcar route.
- SMF is compatible with the industrial site.
- Property has appropriate zoning.
- Elevated Metrorail line creates a visual buffer.
- Potential for neighborhood connections.

Special Considerations and Challenges within the Site

- Soil and groundwater are contaminated with hazardous materials.
- Development must include environmental clean-up.
- Site is in the 100-year and 500-year floodplain.



Pepco West #2
3398 Benning Road NE
Total Acres: 14.66

Current Use

Administration buildings and fleet parking on Pepco's industrial property.

Advantages of the Site

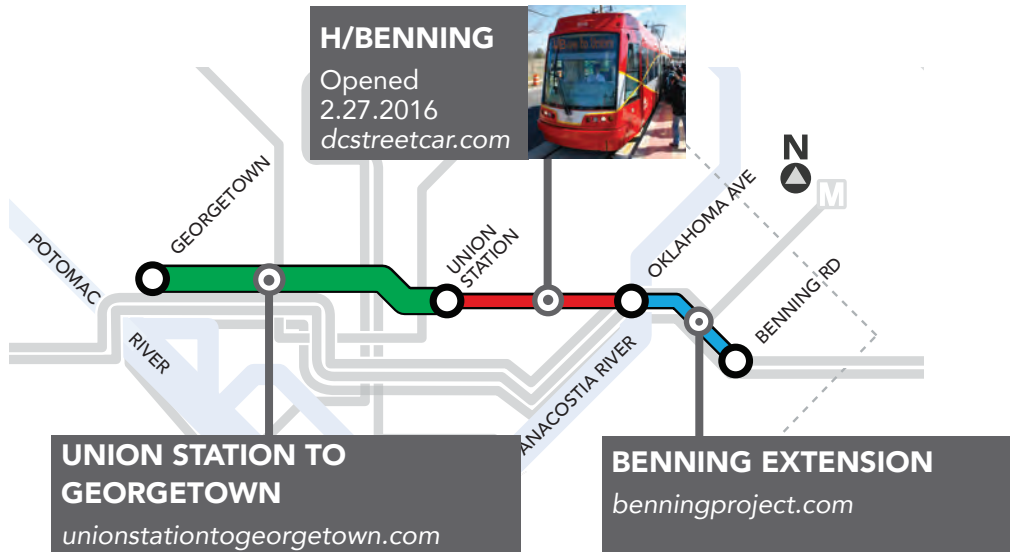
- Large size offers sufficient capacity and operational flexibility.
- Adjacent to the streetcar route.
- SMF is compatible with the industrial site.
- Property has appropriate zoning.
- Elevated Metrorail line creates a visual buffer.
- Potential for neighborhood connections.

Special Considerations and Challenges within the Site

- Soil and groundwater are contaminated with hazardous materials.
- Development must include environmental clean-up.
- Displacement of existing Pepco uses.

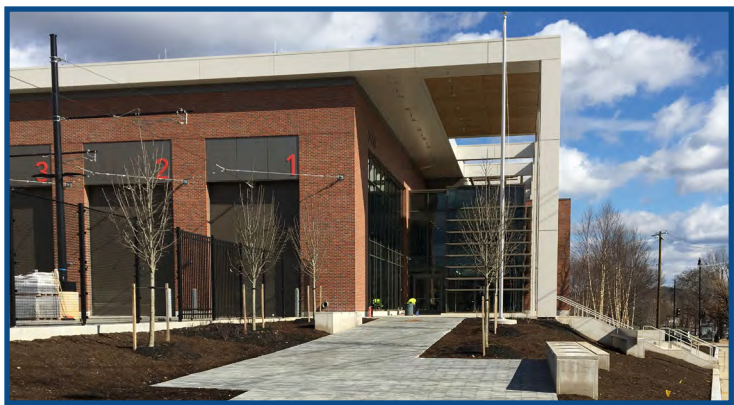
DC Streetcar Program Background and Map

On February 27, 2016, DDOT returned streetcar service to the District of Columbia with the opening of the H/Benning Line. This 2.4-mile line provides premium transit service on H Street NE. Currently, DDOT is in the planning stages to extend this line east to the Benning Road Metrorail Station and west to Georgetown.



- DEC 5, 2017
USGT Consulting Parties Meeting
- DEC 2017 – JAN 2018
ANC and Community Meeting
Outreach (ANCs 5D, 6A, 6C, and 7D)
- JAN 23 and 24, 2018
USGT Public Meeting
- WINTER 2018
Publication of USGT EA
- SPRING 2018
Public Hearing for USGT EA
Release of the USGT EA to the public and a Public Hearing with a comment period
- MID to LATE 2018
Final NEPA Approval

NEXT STEPS



The current Car Barn and Training Center is located at the northwest corner of Benning Road and 26th Street NE. It will remain operational, working in tandem with a new facility, as it continues to provide maintenance service to the streetcar fleet operating on H Street/Benning Road and the future Benning Extension.

The full DC Streetcar SMF Feasibility Study including data and analysis will be available at <http://unionstationtogeorgetown.com/index.php/public-involvement/upcoming-meetings>

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